

SEP 13 2010

COMMUNITY DEVELOPMENT

RE: CPA2011-01

Applicant has indicated that there are no neighbors that are impacted by the proposed zoning change.

We have 44 signatures from neighbors whose property lines are contiguous to the approximate 80 acre site in question.

These neighbors will be directly and adversely impacted if this proposed zoning change is approved.

To my knowledge no other residential neighborhood of the city directly abuts a commercial zoned area in Monroe.

The proposed zoning change raises significant environmental and traffic issues which must be carefully and thoughtfully analyzed and considered before any vote for the proposed zoning change. As noted by other governmental representatives the proposed change warrants an Environmental Impact Statement.

September 3rd, 2010

Dear Mr. Brazel and Mr. Zimmerman,

I was surprised and disappointed to receive the enclosed letter from the City of Monroe Planning Department regarding our Comprehensive Plan map amendment docket application (CPA 2011-01 East Monroe Economic Development Group).

The six-page letter reads more like an aggressive opposition paper from an anti-development activist than an impartial staff report. In my years as a City Councilmember in Bothell and as a land developer I cannot say I have seen it's equal.

Based on the statements from the City Council and Mayor I have been under the impression that the City of Monroe is interested in encouraging economic development, especially one as exciting as what we are hoping to accomplish. Those public statements, along with the exciting opportunities that our project provides for the community, encouraged us to make this application.

Three items in particular leap out at me as demonstrative of how over-the-top staff's opposition is.

1) The Planning Department argues that the City of Monroe does not need commercial projects that will bring much-needed sales tax revenues. This belief certainly cannot be shared by the Mayor and Council, given their public statements to the contrary. Yet the enclosed letter is quite clear that our project is not welcome or wanted.

Please read the following quote from staff's letter and see if it matches the Mayor and Council's stated desire to increase economic development: "The applicant states that the city needs additional economic development as a justification for changing circumstances in the city. This assessment is not consistent with findings of the *2007 Snohomish County Buildable Lands Report*..."

2) The letter argues planning goals in the Growth Management Act (GMA) that relate specifically to agricultural and rural properties in the county should be applied to properties in the city limits of Monroe. Properties within city limits are, by definition in the GMA, intended to be urban. To argue that urban growth should not be extended to these properties because there are not yet sufficient public facilities is irrelevant. This is not a half-acre orphan parcel where the costs to deliver services outweigh the advantages to the city or property owner. On the contrary, this project is large, with enough land and economic upside to offset infrastructure costs.

"Preservation of agricultural lands" is clearly aimed at rural land, not properties within an urban growth boundary or within the city's limits. In fact, most cities have restrictions on agricultural practices such as prohibiting livestock and poultry within the city limits or using manure fertilizer. Yet the letter from staff uses this argument to oppose our application. The GMA arguments mystify me because the very intent and stated purpose

of the Act is to urbanize in and around city limits, not preserve agricultural lands in the City of Monroe.

3) The letter embarks on a largely negative review of a past amendment request that I was not involved with, nor had anything to do with. Staff's letter implies that this is a second or third bite of the apple for our application, when it is not. This is our first request and first application. I was not present, nor involved in any way in past requests and am not in any position to comment on the quality of the application, nor the arguments and criteria used in the ultimate decisions. Yet staff cherry-picked arguments Planning Commissioners used to deny a request five or six years ago to support their own opposition to this project.

It would be counter-productive to respond line-by-line to staff's opposition to this project. Suffice to say I am very disappointed in the anti-development positioning of City staff as it relates to this request.

I would request that instead of this "report" being forwarded to the Planning Commission as part of their packet, I be allowed the chance to meet with staff to discuss how we can improve the application sufficiently to get an impartial report. That way Planning Commissioners and City Council can weigh the challenges and benefits of our application in a fair and balanced manner.

Thank you for your consideration.



Joshua Freed

East Monroe Economic Development Group, LLC

SEP 13 2010

COMMUNITY DEVELOPMENT

Request for Consideration

The undersigned respectfully request that the Monroe Mayor and City Council give due consideration to the implications of a zoning change to an approximately 60 acre parcel of land at the east end of the city of Monroe. The parcel in question has been the subject of some controversy in recent years and a potential rezone is being proposed so that the property can be rezoned from agricultural to commercial for use as a "big box" store. The undersigned who reside on either Rivmont Drive or Calhoun Road have a number of concerns with such a rezone including traffic and safety considerations; cost considerations and assurance that any planning and developmental costs be borne solely by the owners and developers of such property; potential slope degradation due to excessive water runoff from a "big box" development; environmental/wetland considerations; noise and light issues given the adjacency of the undersigned's homes to the proposed "big box" development; assurance that State Department of Transportation and Snohomish County concerns are carefully considered as part of any rezone discussion; and the availability of other property within the city of Monroe that may be suitable for a "big box" store including the property west of the Evergreen State Fairgrounds and near the Monroe airport.

We thank you for your careful consideration of these concerns and would request appropriate time to consult with our city leaders on this important decision.

<u>NAME</u>	<u>ADDRESS</u>
<u>Kathy Mael Kathy Mael</u>	<u>121 E Rivmont Dr Monroe WA 982</u>
<u>CHEUE MAEL Cheue Mael</u>	<u>121 E RIVMONT DR. MONROE 98</u>
<u>Louis J Kinnear</u>	<u>111 E Rivmont</u>
<u>Bruce Musick</u>	<u>20930 Rivmont Dr.</u>

NAMEADDRESSROBERT SALTZGIVER21000 RIVMONT DRIVE E.Linda Sathya21000 Rivmont Dr E.Linda Mung21020 Calhoun RdB M R21020 CALHOUN RDMITCH RUTH21104 CALHOUN RDJILL RUTH21104 CALHOUN RDDeano Matten21112 CALHOUN RDDeano Matten21112 Calhoun RdJanet Kristiansen21210 Calhoun RdElaine Heibel21220 Calhoun Rd.Renee M. Zeeger21322 Calhoun RdKenneth W. Hech21322 Calhoun RoadKaren Dast21330 Calhoun RdKen Gast21330 Calhoun Rd.Cheryl McCannan21624 Calhoun Rd

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NAME	ADDRESS
Margaret Ohlsen	21616 Calhoun Rd
Harold N Ohlsen	21616 Calhoun Rd Monroe, WA 98272
Wendy McCammon	11 11
Cheryl E. Hall	21804 CALHOUN RD MONROE WA 98272
R. E. Hall	11 11

NAMEADDRESSA. Inman21720 Calhoun Rd. ✓Thompson22028 Calhoun Rd. ✓Chauver Feri15309 Calhoun Rd. ✓Wale Anderson109 Rivmont Dr E ✓Flynn John109 Rivmont Dr. E ✓Am. W. W.21010 Rivmont Dr. ✓R. J. J.21712 Calhoun Rd ✓Sharon Kuenze21130 Calhoun Rd. ✓Jeffrey Nogen127 E Rivmont Dr. ✓Jane Nogen127 E Rivmont Drive ✓Lewell Anderson129 E Rivmont Drive ✓Barbara O. Jensen129 E Rivmont Dr ✓Linda Andersen129 E. Rivmont Drive ✓Wm. Schlichty Gies125 E Rivmont Dr ✓Kerry Rogers127 E Rivmont Dr. ✓

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NAME	ADDRESS
Richard Engel	24500 - CALHOUN RD ✓
Larry F Barker	22010 CALHOUN RD. -
Barbara J Barker	22010 Calhoun Rd ✓



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

CITY OF MONROE
RECEIVED

SEP 13 2010

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
COMMUNITY DEVELOPMENT

206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 3, 2004

Mr. Hiller West
Director Community Development
806 W. Main
Monroe, WA 98272

CITY OF MONROE
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MAR 08 2004

COMMUNITY DEVELOPMENT

Subject: SR 2 MP 16.08 Vic. CS 3106
Traffic mitigation and Access to SR 2
Heritage Baptist Fellowship
City File No.: 000321.DNS, SP 199005 & BA 199003

Dear Mr. West:

The Heritage Baptist Fellowship is seeking approval for access to SR 2 for a proposed short plat. The location of this proposed access is on the east side of Monroe and north of SR 2 at approximately MP 16.08.

As was discussed in the letter from WSDOT dated June 12, 2003, WSDOT purchased the access rights to the Heritage Baptist Fellowship parcels in 1971 as part of planning the SR 2 Monroe bypass. The WSDOT plans to construct an access connection to this parcel shown as the FR 14 line on the "Westwick Road to North Monroe Interchange" plans, when the bypass is built (See attached plan sheet).

We are not required to allow the existing access to be improved to allow the subdivision; however under WAC 468-58-080 (3) (b) (iii) WSDOT has the ability to allow a Temporary Type C access. Based on this WAC, WSDOT will grant a temporary access on SR 2 to be used by Heritage Baptist Fellowship and the 4 proposed lots with the following conditions:

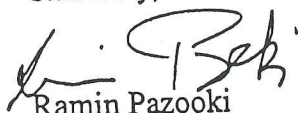
1. This access is only for the proposed church and 4 single-family homes.
2. All the property owners must be made aware the access constructed by Heritage Baptist Fellowship will be removed and access will be via the FR 14 line when the North Monroe Interchange is built or any alternate access to the city road system is constructed.
3. Any internal road must be constructed so it will accommodate the planned WSDOT frontage road shown as the FR 14 line on WSDOT's "Westwick Road to North Monroe Interchange" plans.
4. If the City of Monroe permits further subdivision or greater density beyond the 4-lot short plat, the City of Monroe shall be responsible for the construction of the FR 14 Line frontage road.

To: City of Monroe
Traffic mitigation and Access to SR 2
Heritage Baptist Fellowship
Page 2 of 2

5. Heritage Baptist Fellowship shall have an executed General Permit for the improvements to the access connection. The following documents are required to be submit for WSDOT review, comment and approval:
- a. Traffic impact analysis.
 - b. Drainage report- after the review WSDOT may request a Temporary Erosion and Sediment Control Plan (TESC) and Stormwater Site Plan (SSP).
 - c. Engineer's drawing showing the dimensions for the improved access connection.
 - d. Traffic control plans for the construction of the improved access connection

Should you have any questions, please feel free to contact Mr. George Chambers (206) 440-4912 or Ms. Sandra Kortum (206) 440-4911.

Sincerely,



Ramin Pazooki

Planning/Development Services Manager

RP: shk

cc:

Thomas Minnick; Pastor Heritage Baptist Fellowship (via email)
File



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

July 15, 2010

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

206-440-4000 / Fax 206-409-7250
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Lowell Anderson
129 E. Rivmont Drive
Monroe, WA 98272

SUBJECT: SR 2, MP 15.22 to 16.98 Vic
WSDOT Right-of-Way Plans
FR-14 Line

Dear Mr. Anderson,

Enclosed here are the Washington State Department of Transportation, Right-of-Way Plans that you requested in your phone call to me.

I made full size (24" x 36") drawings of sheets 14, 15, 16 and 17. These plan sheets show right-of-way for the section of SR 2 east of the city of Monroe.

Regarding the March 3, 2004 letter from WSDOT to Mr. Hiller West, city of Monroe, we are standing by this letter.

Please contact me for any other information on this subject.

Thank you.

Steve Benenati

Washington State

Department of Transportation

Northwest Region, Snohomish Area, MS240

P.O. Box 330310

15700 Dayton Ave. N.

Seattle, WA 98133-9710

Ph. (206) 440.4915

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benenas@wsdot.wa.gov

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COMMUNITY DEVELOPMENT

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office 3190 160th SE Bellevue, Washington 98008-5452 (425) 649-7000

June 10, 2010

Honorable Robert Zimmerman, Mayor
City of Monroe
806 West Main Street
Monroe, WA 98272

Dear Mayor Zimmerman:

RE: Proposed Zoning Change for Eastern Monroe Limited Open Space

I am the Washington State Department of Ecology (Ecology) Wetland Specialist for Snohomish County jurisdictions including the City of Monroe (City). As the City currently does not have a Planning Director, I was unsure of whom else to write to. The reason for this letter is to express Ecology's concerns with the proposed zoning change for the Eastern Monroe Limited Open Space (Snohomish County Tribune, March 31, 2010 and April 7, 2010). The proposed zoning change applies to approximately 60 acres currently zoned as Limited Open Space on the east side of Monroe immediately north of U.S. Highway 2. According to the City's Comprehensive Plan (2005), this land includes one of the principal remaining areas of agricultural use within the City. The rezoning proposal would allow development of the site for retail and commercial use.

There are significant physical and environmental constraints on the subject parcels including steep slopes, wetlands and streams. Commercial or retail development on these properties would present appreciable engineering and permitting challenges. High-intensity development in this area is not consistent with the goals of the Comprehensive Plan and the current Urban Conservancy designation in the City's Shoreline Master Program (SMP). Commercial/retail development of these properties could not occur without changing the Urban Conservancy designation and amending the SMP, an amendment requiring Ecology's approval.

The conversion of approximately 60 acres of open space to commercial/retail use would be a significant loss to the 375 acres of the City's Limited Open Space identified in the Comprehensive Plan. Based on Comprehensive Plan Policy LUP-1.1(1.b.), which states in part "(land)... so severely impacted by critical areas, including frequently flooded areas, steep slopes, or wetlands, that its development potential is significantly diminished...", the current Limited Open Space designation seems appropriate for these properties. The section of the Comprehensive Plan describing the existing conditions for the subject area (Eastern City Limits/US-2 and Rivmont Ridge) goes on to say the area is significantly impacted by wetlands and prone to flooding due to restricted drainage to the Skykomish

Honorable Robert Zimmerman

RE: Proposed Zoning Change for Eastern Monroe Limited Open Space

June 10, 2010

Page 2

River. The engineering and additional design needed to address the local flooding could prove costly. Not adequately assessing and accounting for the loss of flood storage could worsen the flooding on neighboring properties and infrastructure.

Site build-out would necessitate filling wetlands and streams, which would require state and federal authorization. Those impacts would require mitigating and it is unclear to what degree those impacts could be authorized or how long that process would take.

Given the significant environmental impacts associated with commercial/retail development of these properties, Ecology recommends that the City prepare an environmental impact statement. This would allow the City to evaluate alternatives to the proposal and measures that would eliminate or reduce the likely environmental impacts of the proposal.

Thank you for your time. Please let me know if you have any questions. You may reach me at (425) 649-7148 or send an e-mail to paan461@ecy.wa.gov.

Sincerely,



Paul S. Anderson, PWS

Wetland Specialist

Shorelands and Environmental Assistance Program

PSA: ca

E-cc: Geoff Tallent, Ecology Shorelands & Environmental Assistance Program
Erik Stockdale, Ecology Shorelands & Environmental Assistance Program
Patricia Lambert, Ecology Shorelands & Environmental Assistance Program
Jamie Bails, Washington Department of Fish and Wildlife
Jonathan Smith, U.S. Army Corps of Engineers
Kurt Goering, Monroe City Council
Patsy Cudaback, Monroe City Council
Tom Williams, Monroe City Council
Tony Balk, Monroe City Council
John Stima, Monroe City Council
Margie Rodriguez, Monroe City Council

March 5, 2010

CITY OF MONROE
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SEP 13 2010

COMMUNITY DEVELOPMENT

City of Monroe
Mayor Robert Zimmerman
City Council Members:

Tony Balk
David Kennedy
Patsy Cudaback
Tom Williams
Margie Rodriguez
John Stima
Kurt Goering

RE: East Monroe Sub-Area Plan

Dear Mayor and City Council Members:

As neighbors and residents of the City of Monroe who reside on Rivmont Drive, we write to express our concerns with respect to the potential development of the approximate 42-acre site that has been referred to as the East Monroe Sub-Area (the "Site"). Since the Site is adjacent and, in some cases, contiguous to our properties on Rivmont Drive, we wanted to voice our continuing concerns with respect to the potential development of this property for multiple reasons. The Site is subject to major and regular flooding during the normal rainy months from November through February. In recent years, the site has been flooded several times and we enclose a copy of a photo that shows evidence of such flooding.

Our respective properties have a steep slope on the southerly section of our properties and any development should be carefully analyzed to assure that such development will not increase the risk of any slope degradation due to the diversion of water based on such development. Our concern is that any development may have the potential to cause erosion and slope degradation resulting in potential slides on the southerly section of our properties. We believe this risk needs to be carefully considered as part of any potential development.

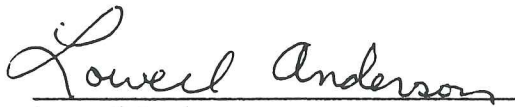
A second concern relates to traffic safety issues to the extent the property is developed and an access is constructed to allow ingress and egress onto Highway 2. As we all know, Highway 2 presents a number of safety and traffic challenges. Even late last night (March 4th), there was an accident on Highway 2 adjacent to the Site which blocked traffic for some period of time. These traffic issues need to be carefully considered as part of any potential development of Site.

Given the lack of sewer, water and other utilities available to the Site, the development of all necessary utilities and other costs need to be borne by any developer rather than passing those costs to the City or taxpayers. Such costs may create financial feasibility issues for any such development. In any case, we believe such costs should not be the City's nor the taxpayers' responsibilities.

Finally, any development would adversely impact residents on Rivmont Drive and Calhoun in terms of both noise and light issues. As such, any development should effectively address appropriate mitigation for such noise and light issues.

We respectfully request that as the City Council considers the Site, that our concerns be adequately considered and addressed. Please let us know if we can provide any further information concerning these issues and concerns.

Very truly yours,



Lowell Anderson
129 East Rivmont Drive
Monroe, WA 98272



Jeffrey W. Rogers
127 East Rivmont Drive
Monroe, WA 98272

